

Civil Aviation News

be obtained, since the starboard engine's tick-over was on the fast side and this engine would consequently not be offering all the drag to be expected in a dead-cut case.

SABENA CRASH AND G.C.A.

ON March 2nd a Sabena Dakota crashed at London Airport and 19 people were burned in the wreckage. Three were rescued, but one subsequently died. The aircraft had left Brussels at 1940 hours carrying 19 passengers in addition to the crew. On arrival at London Airport the aircraft was talked down by G.C.A., but crashed on the runway at 2114 hours G.M.T. when visibility was about 200 yards. The Ministry of Civil Aviation subsequently made a statement to the effect that G.C.A. was not a blind landing device, but was intended to guide aircraft under adverse weather conditions so that the pilot could make a visual landing. The Ministry further made clear that the ultimate responsibility, under the recommendations of I.C.A.O., for deciding whether to land at an airport rested with the pilot, who based his decision on information given to him of weather conditions at the airport, and in conformity with weather minima approved by his national authority and recorded in his operations manual. In order to prevent reliance on G.C.A. beyond its technical capacity, instructions were subsequently issued that G.C.A. would not be available in future, except in emergency, where visibility was below 150 feet from air to ground and 800 yards horizontally on the ground.

BALTIC AIR EXCHANGE COMMITTEE

AT preliminary talks in August last year a number of charter companies agreed to support the opening of an air charter section on the Baltic Exchange. The Baltic Exchange has already been made use of by some charter companies through broker members, but at a meeting held at the Exchange in February a committee was formed to examine and make recommendations on the operation of an air exchange at the Baltic Exchange. The committee was composed of the following representatives:—Mr. W. N. Cumming, Chairman of B.A.C.A.; Sir Archibald Hope, Airwork, Ltd.; Mr. Stanley Hinde, Baltic Exchange; Mr. R. T. Hughes, S.B.A.C.; Mr. R. K. Leeper, I.S.F.A.; Mr. J. Mond, Air Contractors, Ltd.; Mr. H. R. Gillman, Secretary, B.A.C.A.; and Mr. Quin-Harkin, I.A.T.A. (as observer only). The British Air Charter Association has been asked to make necessary arrangements for the committee's meetings and to supply secretarial services. Two meetings have subsequently been held, and the committee are unanimous that an air section can be set up and that the organization of the Baltic Exchange can give the operators the machinery for obtaining cargo at home and abroad. The committee advise all operators to appoint brokers to act for them in obtaining cargoes or, if they prefer, join the Exchange and have their own representatives. In view of the many detailed matters which will arise, the committee has recommended that a permanent joint committee composed of three members of the Baltic Air Section and three representatives of B.A.C.A. be created to deal with such matters as documents and conditions of carriage, the economics of air carriage, and the Civil Aviation Act, 1946.

GLIDER REQUIREMENTS

IN book form, British Civil Airworthiness Requirements Section E, for Gliders has been published by the Air Registration Board. Similar to the requirements for aircraft, described in *Flight*, January 22nd, the publication will be issued annually and the requirements applicable for each year will be associated with a particular issue number. Throughout the period in which issues remain current amendments may be published on a provisional basis to become effective at the next yearly issue date. The requirements state the minimum and constitute the basis on which recommendations to the British Gliding Association will be made.

The Air Registration Board also issued amendments and additions to other sections of British Civil Airworthiness Requirements, for insertion into the loose-leaf volume. The amendments include, Contents Issue 12, a general foreword Issue 8, and new sub-sections A.32 and A.33.



THE NEW CHRISLEA: The "first off" Series II Super Ace which has completed its maiden flight successfully. Powered by a Gipsy Major X engine the machine is priced at £1,875.

THE CHRISLEA SUPER ACE

DURING the past twelve months or so the Exeter factory of the Chrislea Aircraft Company has been busy on production of the Series II Super Ace, deliveries of which are expected to commence shortly. The "first off" recently made a successful maiden flight. The Series II Super Ace differs from the original prototype in many details, and in place of the 125 h.p. Lycoming engine a Gipsy Major X is now fitted. Mr. Rex F. Stedman, the company's test pilot, on his first flight in the new machine devoted 50 minutes to general handling, after which, being extremely pleased with the machine's characteristics, he proceeded to carry out stall investigations. The success of these then made him decide to try out the spinning characteristics, and he found that the aircraft did not spin but merely made a steep spiral turn which was immediately corrected as soon as the controls were released.

THE L.R.E. SPECIFICATION

SO much interest has been displayed in the M.R.E. and L.R.E. specifications that the scanty information available has tended to become embellished, and some misapprehension about the position may have arisen. So far as the Medium Range Empire specification is concerned, discussions are still in progress between B.O.A.C. and the Bristol Aeroplane Co., and until these have been completed no further information will be available, nor will a firm order be placed.

The main requirements of the Long Range Empire specification were announced recently, and these are as follows:—

Still air range, 4,500 miles.

Payload, 9,000 lb. (typical breakdown—30 passengers plus 1,500 lb mail).

Cruising speed, 300-350 m.p.h.

Operational altitude up to 30,000 feet.

All other details are left to the designers of the aircraft concerned. Of the five major firms invited to submit designs three have been able to co-operate.

The medium size and fairly modest performance requirements are dictated to a great extent by the stage distances and airfields over which such an aircraft would operate, but in addition to this, the accent is on economy of operation and care has been taken not to penalize certain new types of engines which are on the way by demanding performances for which they would not be suitable. It may be said, in fact, that one of the purposes behind the invitation to submit designs to this specification was to encourage manufacturers and air lines to look ahead and consider possible Empire requirements one

TRAMPS: Freighters on the tarmac at Bovingdon. The Lancashire Aircraft Corporation, resident at the airport, have recently signed a contract for flying 100 tons of cloth from Lille to London.

"Flight" photograph.

